

GMH MILITARY HOUSING SITE PLAN (02-18)

Mr. James Sperry appeared before the board for this proposal.

MR. SPERRY: I will go to site plan on lot 1, then lot 2, again, this is a redevelopment of the Stewart Terrace.

MR. PETRO: Let me stop you for one second, the first one that we're going to be looking at is the Military or private?

MR. SPERRY: This is private sector. Since you have seen this before, I won't take a lot of time, I will go right into any questions you might have. Again, this will be the market rate apartment redevelopment portion of this site, the units will be used actually in two ways, initially, during the redevelopment of the military units, folks will be relocated into some of these units as they are constructed so the units can be vacated and will be redeveloped. I will explain that more in the site plan for lot 2.

MR. PETRO: Let me hold you one second, again, if you look at the sheets, actually, we're on the second part first, you're going to go to lot 1, you're talking about the 264 market rate units so Mark just has them reversed in our plans so look to the second one.

MR. EDSALL: I didn't make the agenda.

MR. PETRO: Well, whoever stapled them together. Sorry, Mark.

MR. SPERRY: I will explain how it's been used for the military housing and as the high end markets units 264 units and what we tried to do is do more of a neighborhood clustering. We'd like to keep the landscaping that's there now. There's a tremendous number of large trees so we're really being respectful of that use, Clark Street and the other streets that lead us into the parking area. And if you go back and look at the location of the existing units, we're putting these pretty much in the same proximity and

making use of some of open space. This will have a clubhouse for the residents, have a pool so it's really development of a high-end community. The infrastructure we'll be utilizing the infrastructure that's there with improvements as necessary. We're working along with the engineering department right now to understand what level of improvement we're going to have to make to meet current fire safety, the requirements, and in addition, some of the deficiencies of the system that's there now, our greatest challenge is to adjust if you will the location, some of the sizing, some for the, with the infrastructure. There will be additional hydrants brought into the site to bring it up to current standards. And one of the most important elements on both of the projects, there's no storm water management on this site at all right now, everything sheet drains into a network of catch basins and there's a direct discharge into the adjoining stream. Currently, regulations simply preclude us from doing that so we're going to incorporate storm water management in the landscaped areas in lot 1 predominantly on the side of the Clark Street. We're going to take advantage of some of the green space. The system discharges into that area right now, collected and it will go through the first flush treatment discharge into the stream. I can show you some of the details, more significant things would be the level of landscaping on the project and the intent is first to save the material that's out there, lot of large trees, the ones that are in good condition we're going to have to make a field evaluation, but in the final plan, we're going to earmark the trees that we feel can remain and then an overall landscape plan is typical, we're going to have a little flexibility when we get into the field to make adjustments. We have the parking areas adjacent to the units themselves and are trying to create screening and buffering between some of the patios and the balcony areas.

MR. PETRO: Jim, I'm not going to rent a unit there, so enough of all that. You're doing a good job. Enough. I want to go on to something else. The street to get out on the back side, show us that.

MR. SPERRY: Clark Street Extension, the intent of that

is that first we don't want to create a major point of ingress egress through the market rate area, that this would be just a through street. Our intent right now is to maintain that for emergency access and not create a through street in the area, then it starts to break up this community that we want to create. In fact, we've got, we considered that at one time but we're going to lose too much quality of the living environment if we have this as it has been used in the past, where the traffic simply came down and went up to Jackson Avenue. We do want to create for emergency egress ingress and we'll work with the town to see exactly what that's going to be, whether it's a gated situation, we haven't gotten that far yet.

MR. PETRO: I think I went over that a number of times, we said we wanted to have that street as another access, correct?

MR. SPERRY: Emergency.

MR. PETRO: That's already requested.

MR. SPERRY: We talked about this in some of the earlier schematics where we wanted to add a regular access point from this and from 207 and we felt it was just going to break the community up too much and cause a lot of folks are going to use it, we'd use it on a regular basis unless forced to go out to 207, but it's really more the concern that we're going to put additional traffic in through here that we don't want to right now.

MR. PETRO: Only access out is going to be back out onto 207?

MR. SPERRY: 207.

MR. PETRO: With how many total units are there, 264 plus 171? I'm not disputing that, maybe I did or did not say that, but I want to see a full access there and I don't believe I said crash gate and we can check the minutes. If I did, I'm going to change it.

MR. SPERRY: We never came to it, I think something

that we discussed and we were trying to--

MR. PETRO: If those people don't want the traffic there, they have to rent someplace else. You can't have 400 and something units. We're going through that with Park Hill, we're talking about another access point because there's 150 houses there with 400 and something units, I don't see where that's prudent to have one access point onto 207, not when you can go out the other way. I think it should be full access and that's, I think I said that right from the start, I thought this whole thing was going to hinge on that getting it and making it work.

MR. SPERRY: Yeah, we have been working with the town to try to understand the situation with Jackson Avenue and I think where it's been left now Jackson Avenue is not going to be a primary connection into the adjoining parcel, it's going to be Avenue of the Americas which would be then they'd go up to the Clark Street extension, then there's going to have to be a creation on the adjoining project as a means to connecting these two roads.

MR. PETRO: You've got to get that worked out. I've said it from the start, I'm repeating myself, but there's no way in the world that I would have voted for 400 and something units with one access. I don't care if there is a crash gate or not.

MR. SPERRY: We'll take that back because the intent as we know some improvement had to be done here, so it's not an issue that we're not willing to do anything with, Clark Street, we have to anyway.

MR. PETRO: Who's here tonight, no one remember me saying that from the start? Well, anyway that's what it's going to be, unless another member or the engineer or the attorney or somebody is telling me otherwise but--

MR. SPERRY: We can, let's go back and it's not going to change our layout in the site plan at all, the only issue would be because we do have the access easement across the lands right now so something we're going

to--

MR. PETRO: Listen, not only access point there, but it has to be improved so it can be used by these units, I don't know if I need off-site improvements, is that going to, Clark Street access, is that going to be a town road? It's a town road now right.

MR. EDSALL: I'm not quite sure that it is. Clark is going to stay a town road?

MR. BABCOCK: No.

MR. SPERRY: No, it's not a town road.

MR. PETRO: Whose is it?

MR. SPERRY: Private road, everything here is a private road and the Clark Street extension.

MR. PETRO: So Jackson will be private to that point?

MR. SPERRY: Whole thing is private.

MR. PETRO: It will have to be improved.

MR. SPERRY: Within the private itself, the roads are made private, however, we're going to improve those that don't meet the carriage weight for a town road, some are 25 feet, we're going to expand to 30.

MR. PETRO: Point I'm making is from your property line where you're connecting to Clark where your property line dissects it, it has to be approved up to the Jackson Avenue road, don't say well, we got it to there and that's it. Mark, lead agency coordination letter with this as with the subdivision, correct?

MR. EDSALL: It will go all as one letter.

MR. PETRO: Okay.

MR. KARNAVEZOS: Is west Jackson a private road?

MR. BABCOCK: No.

MR. PETRO: I believe the town is still trying to acquire.

MR. EDSALL: Jackson is half owned by the town.

MR. PETRO: They're working on that, Tom, hopefully no matter what, there's parcel access up to a point, so you can still go up and make a left possible, you're not going to go up and make a right to go down to 207, why somebody would want to do that anyway, I'm not sure. But at least you'd have absolute access out to the airport.

MR. SPERRY: In our action, we're here, we're going to look at Clark Street Extension up to Jackson Avenue.

MR. PETRO: Mike just took out the minutes from the last meeting, I had requested the same thing, so I was pretty sure that I did. All right, Mark, where else are we going to go with this tonight? I think not too far.

MR. EDSALL: No, obviously got one more site plan to look at but they're split out now, which is what we really needed.

MR. PETRO: I need to get it in the minutes, the rest of the members might not back me up, the code for these private units is 1,000 feet, correct?

MR. SPERRY: Minimum.

MR. PETRO: You're building 897 units would be the minimum. So everybody would say well, how's he doing that when they were at the zoning board, they being GMH, I guess you had requested for a variance from them to go to 780 feet per unit?

MR. SPERRY: Right.

MR. PETRO: And it was granted?

MR. SPERRY: Yes.

MR. PETRO: Okay, Mr. Loeb, who's also involved with this had called up, I had called him, said we didn't think that was a very good and interesting size unit, that's not so, they went up approximately another 10% and the town felt that, the town being I guess the Supervisor, the attorney and myself and bounced it off the board tonight that that would be acceptable as a 10% reduction being that it's for the government and we could use in time of war, correct, and house military personnel, we didn't want to be completely unreasonable. But the units in no way are going to be less than upscale units and will, the amenities are standard, such as the clubhouse, the pool.

MR. SPERRY: Exactly, very high end units to be competitive in the, in fact, there's a need for, in this market to be competitive with other units in the lower Hudson Valley.

MR. PETRO: As long as the members feel 897 is not way off the mark of 1,000, I already made my feelings clear, I didn't see a problem with the 10%, frankly, you already have the variance.

MR. SPERRY: We added that information on the plan.

MR. PETRO: The variance was granted, you're just decreasing the variance that you're--

MR. SPERRY: Exactly, because even when it's granted, what we propose is greater than what was granted so we increased it.

MR. PETRO: The board doesn't normally, we give a positive or negative recommendation to and send it to the zoning board, first, obviously, anyone can go to a zoning board and request what they want, which is what you did and I don't normally like to go less than what's required by law, but in this cause that being that it's for the government in time of war, it would be to me security or whatever, they've got to put personnel in there, that I was inclined to go with the lesser amount of square footage, which is frankly only 10%. Do any of the members have any strong objection to this?

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MR. LANDER: No.

MR. ARGENIO: No.

MR. PETRO: Thank you.